Automated Commercial Environment—Requirements Recommendation

Date:	July 9, 2001
Number:	MMM-010
Requestor:	Multi – Modal Manifest Subcommittee
Customs Co-Chair:	John Considine
Trade Co-Chair:	Len Podgurny

Requirement

Customs is to use existing shipment identifiers for the Track 4 Issuer/Transaction number (SID). Those identifiers are as follows:

Mode	Transaction Number
Air	Master Air Waybill Number or
	Master Air Waybill and House Waybill Number
Sea	Ocean Bill of Lading Number
Rail	Rail Unique Customs Bill of Lading Number
Truck	**PRO Number/Unique Carrier Reference Number**

The unique shipment identifier is the master number used throughout the life cycle of the shipment. (Concern the NVOCC bill (shipment) identifier will need to be captured somewhere and linked to the Ocean bill of lading.)

Business Need

There are existing unique shipment identifiers for all modes of transportation. It is not necessary to invent another unique identifier forcing major modifications to all systems.

Technical Need

Existing shipment identifiers are already programmed and in place. Track 4 needs to accommodate the existing identifiers for each mode of transportation.

Benefits

There will be no need to keep track of another unique number. Existing systems do not have to be modified.

Risks

If the existing shipment identifiers are not used and another unique identifier is assigned by the shipper then split shipments, consolidated shipments, the audit trail and other business scenarios will be negatively impacted.

If a new reference number is developed some carriers may not be able to participate.

Priority: **Critical** **X** **High** ☐ **Medium** ☐ **Low** ☐

Customs Use Only

Approved ☐ Not Approved ☐ Further Evaluation Required ☐